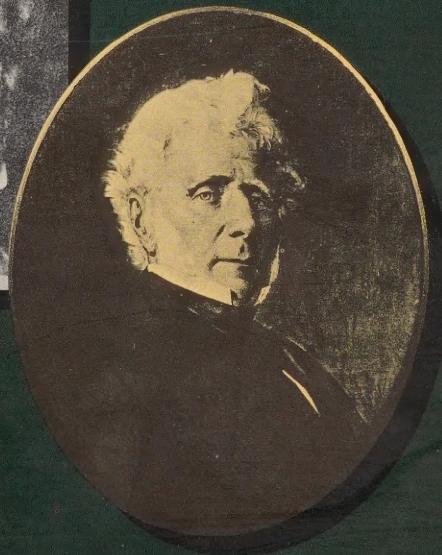


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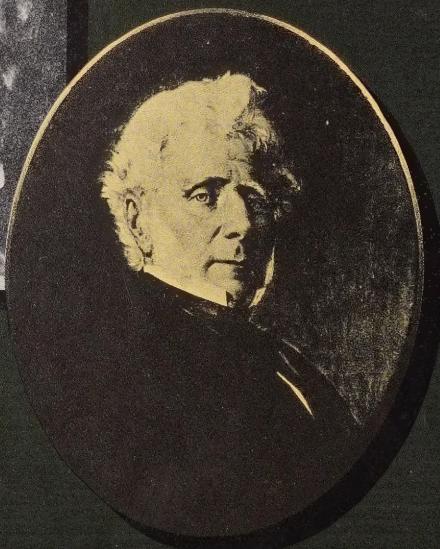
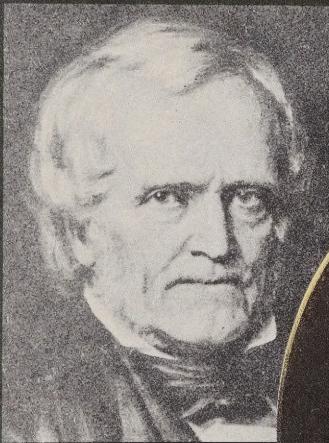
Société canadienne
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Canada Post
Corporation



POSTMARK 150 YEARS OF POSTAL SERVICE TORONTO



Canada Post
Corporation

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des Postes



Developed and published by
Corporate Communications
York Division
Canada Post Corporation

INTRODUCTION

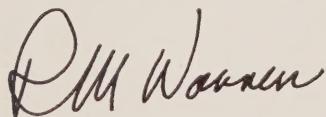
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Canada Post Corporation is publishing *Postmark: Toronto 150 Years of Postal Service* to commemorate the sesquicentennial of the City of Toronto, 1834-1984. The growth and expansion of postal service in Toronto, in many ways, parallels the growth and development of the city itself.

Letter carriers of the 19th century knew only too well the reason the nickname Muddy York was applied to Toronto. From their early delivery trials, through to today's swift turnaround for electronic mail, Toronto's post office has kept pace with the financial and cultural development of the city of which it is a part.

During the past 150 years, many stamps have been created on Toronto themes, and Toronto artists and designers have been the creative spirits behind scores of new Canadian stamps to be found at Canada Post philatelic counters around the country.

It gives me great pleasure that Canada Post Corporation, through this anecdotal perspective on the story of the post office of this great city, can participate in Toronto's Sesquicentennial celebrations.



R. Michael Warren
President
Canada Post Corporation

THEN AND NOW



ROYAL VISITS
Stamps are often issued to commemorate Royal Visits to Canadian cities. Royal commemoratives were issued prior to Toronto visits in 1939, 1951 and 1959.

The story of the post office and postal service in Toronto is directly linked to the story of the city's growth – both of its people and its commerce. At the same time, this story is also part of the growth and development of communication and transportation in Canada.

TO SET THE SCENE...

One hundred and fifty years ago, Toronto was an industrious, bustling city of just over 9,000 inhabitants.

The waters of Lake Ontario came right up to Front Street. Warehouses dotted the shoreline of Toronto Bay.

Banks were opening, manufacturing was booming and the population blossoming.

But the emerging city was isolated, and communication and transportation links with other towns, provinces and even Europe were vital. As the number of these links grew, so did the volume of mail.



Employees at coding desks reading postal codes at Toronto's South Central Letter Processing Plant. (1)



(3)

Mail delivery, an important service which we now take for granted, was a hot political topic. William Lyon Mackenzie, Toronto's first mayor, rallied supporters against the General Post Office of Britain which he accused of controlling and milking the revenues of Canada's fledgling mail system.

And there were other complaints. For all of Toronto there was only one letter carrier and he demanded a penny a letter for delivery.

The only other way to pick up mail was to visit one of Toronto's many bars where stagecoach drivers would drop off letters and newspapers.

Toronto Postal headquarters in 1853 on Toronto Street. (2)



INTERNATIONAL RED CROSS CONFERENCE

Issued: 1952

In 1952, Toronto hosted delegates from 63 nations for the International Red Cross Conference.

Originally planned for the United States, the conference was moved to Toronto when concerns about giving visas to delegates from certain countries became an issue during the 1952 U.S. Presidential election campaign.

**SIR CASIMIR GZOWSKI**

Issued: 1963

This Russian-born friend of the Fathers of Confederation immigrated to New York and then moved to Toronto in 1842. An engineer, he founded the construction firm which built the Grand Trunk Railway from Toronto to Sarnia. He also designed the International Bridge across the Niagara River and was the engineer who widened the Welland Canal.

Gzowski, who helped found Wycliffe College in Toronto, was the first chairman of the Niagara Falls Parks Commission, first president of the Ontario Jockey Club and, for 20 years, a Senator at the University of Toronto.

In 1890, he was knighted by Queen Victoria and became an aide-de-camp. This stamp was issued 150 years after his birth to recall contributions made to this country by those who are of neither British nor French origin.

Emptying Toronto post box, circa 1930. (4)



But changes were coming.

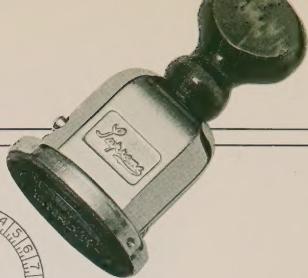
By 1900, Toronto had the busiest post office in Canada. Of the 100 million pieces of mail sorted annually in Canada then, Toronto handled one-third more than Montreal. There were about 150 letter carriers in the city and mail was delivered several times a day to the business core and twice daily to residences.

Today, Toronto remains the busiest post office in Canada. It is the centre of Canada Post Corporation's York Division, which serves 1.1 million households and 98,000 businesses. Backed by 480 retail outlets and five mechanized plants which process half the nation's mail, Toronto is also part of a growing network of electronic mail and satellite services.

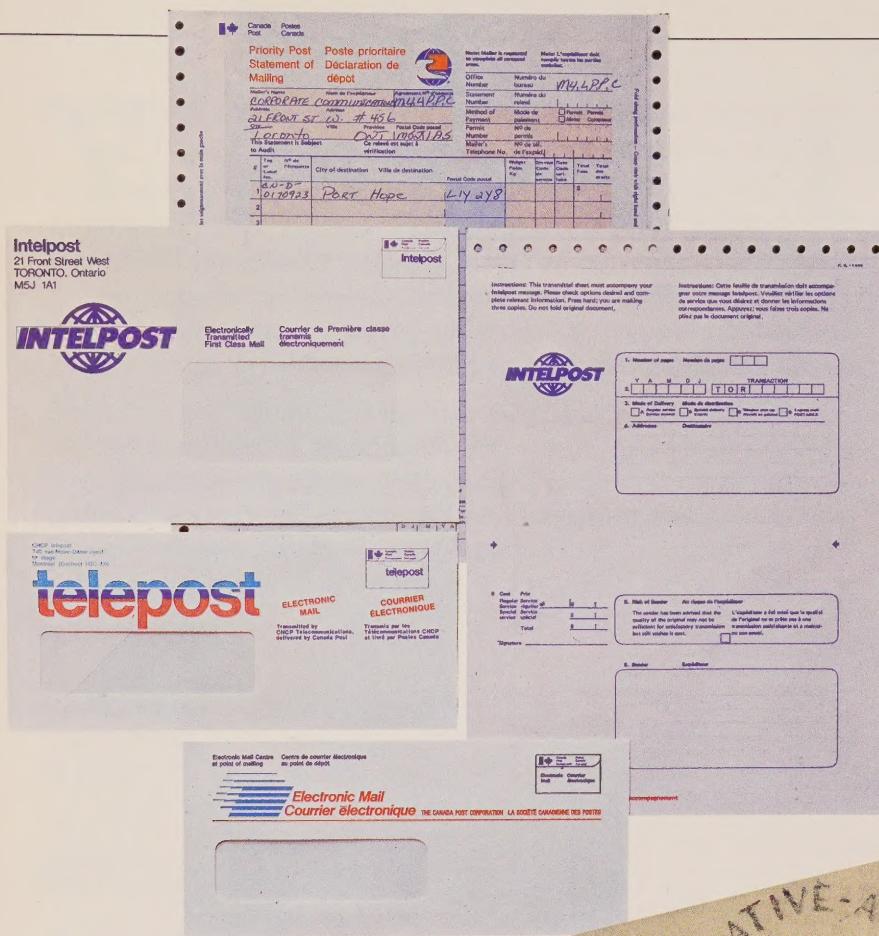
Distributing mail sacks from Toronto's Union Station. (5)



(6)



(7)



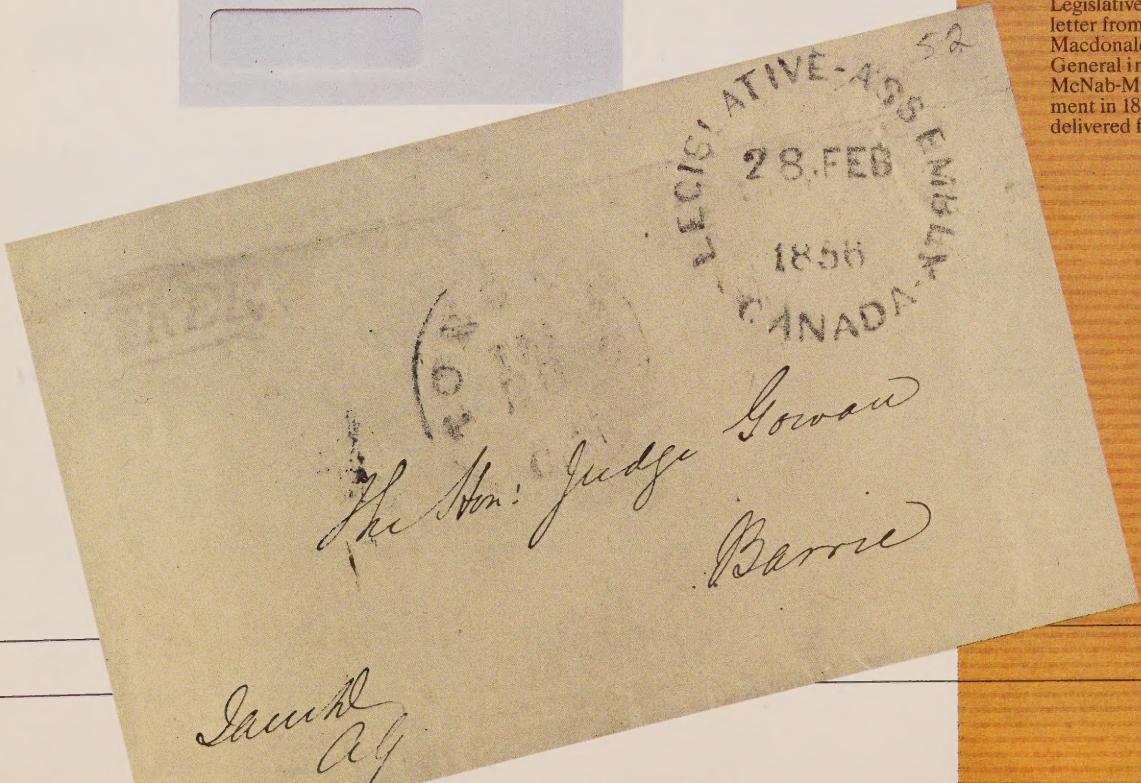
ALOUETTE II

Issued: 1966

Spar Aerospace of Toronto designed and built the structures and antennae of Alouette I and Alouette II, both of which were launched by NASA at Cape Kennedy (now Cape Canaveral). Both satellites were to explore the ionosphere and transmit radar maps back to earth.

Alouette I, the first satellite built by a nation other than the U.S. or U.S.S.R., was launched in 1962 with Alouette II following three years later.

Legislative mail, like this letter from Sir John A. Macdonald, Attorney-General in Ontario's McNab-Morin Government in 1856, was delivered free. (8)



1797

IN THE BEGINNING



50TH ANNIVERSARY OF THE CANADIAN PRESS

Issued: 1967

Canada's national news-gathering wire service, The Canadian Press, has been a unifying force ever since it was established in Toronto during the wartime stresses of 1917.

Despatches by its wide network of correspondents, both at home and abroad, travel over more than 40,000 miles of wire to CP's 103-member newspapers.

In 1951, a French-language service was launched. Previously news was received in English and then translated. Prime Minister Louis St. Laurent described this as a major event in Canada's development as a nation.

In 1954, Broadcast News, an associate co-operative company, was set up to serve radio, television and cable networks.

Example of early Toronto letter (1805) — single sheet folded, sealed and addressed on outside. (9)

In 1797, the infant town of York — now Toronto — became the capital of Upper Canada.

And even then, mail delivery was considered an essential service. Peter Russell, the administrator for Upper Canada, wrote his counterpart in Lower Canada, Lieutenant-Governor General Robert Prescott, that there should be "proper post houses" for letters as this "may secure a more certain delivery to the persons to whom they are addressed."

Russell firmly believed better mail service would ease the feeling of isolation among York's 400 inhabitants. If luck and the weather held, letters and newspapers would arrive once every winter by coach from Montreal en route to Niagara; in the spring and summer, mail service was more frequent, usually once a month.



1801

A TRIPLE-THREAT MAN

York's first postmaster, shopkeeper William Willcocks, lasted only three years. The *Upper Canada Gazette* announced his resignation in 1801, stating that his expenses for office rent, candles, stationery and servant were unpaid.

Willcocks was succeeded by William Allan, a "triple-threat" man for whose family Toronto's 13-acre Allan Gardens is named. Allan seemed to be involved in every commercial venture in York at the time.

He was inspector of flour, potash and pearl ash. He collected liquor and tavern duties. He owned Merchants' Wharf, the earliest landing place for large lake craft, which was near the Customs House. And who was the tax man? William Allan. While he was postmaster, Allan also was the first president of the Bank of Upper Canada and a member of the Legislative Assembly of Ontario.

(Allan served from 1801 to 1806 and again from 1808 to 1828. The interim postmaster was Donald McLean, about whom little is known.)

Photograph of an oil portrait of York in 1820, by 20th century artist Owen Poe Staples. (11)



CENTENARY OF TORONTO AS SEAT OF LEGISLATURE

Issued: 1967

September, 1967, marked the centenary of Toronto as the seat of the legislature in Ontario.

The legislature sits on land purchased in 1823 by King's College, now the University of Toronto. The province of Ontario, however, does not own any of this valuable land. In 1859, the land was leased by the university to the City of Toronto for 999 years.



William Allan's post office on the east side of Frederick Street, just south of King Street. (12)

Businessman and politician William Allan oversaw dramatic expansion of infant postal service during his 26 years as postmaster up to 1828. (13)



William Willcocks, shopkeeper and York's first postmaster, 1797 to 1801. (14)



150TH ANNIVERSARY OF THE BIRTH OF GEORGE BROWN

Issued: 1968

Newsperman, politician and Father of Confederation, George Brown was a dedicated advocate for both the union of Canada and responsible government.

Brown and his father immigrated to New York from Scotland in 1838 where they published the *British Chronicle*. In 1843, they moved to Toronto and founded *The Banner*, followed quickly by *The Globe*.

A member of the Legislative Assembly prior to Confederation, Brown did not run after 1867, but did accept a Senate seat in 1873. The next year, he was made joint plenipotentiary – an ambassador of the time – to the United States and subsequently spurned efforts by Queen Victoria to knight him and make him Lieutenant-Governor of Ontario.

He died in 1880 of complications from a gun-shot wound in his leg inflicted a few months earlier by a disgruntled employee.

(17)



Allan's zeal brought fairly fast changes for the time. In 1809, he announced that mail would arrive monthly from Quebec; by 1810, he had arranged that fortnightly inter-city service between Montreal and Kingston would be extended to York. Depending on the weather, these runs were made by a combination of coach, sleigh and horseback.

By 1815, a weekly mail service was operating between Montreal and Niagara, through York. Allan was doing enough business as postmaster to move from a tiny, rented log building to larger quarters on the east side of Frederick Street, just south of King Street and one block east of Sherbourne Street.

Allan ran a tight ship. His instructions, as postmaster of the capital, to a rural postmaster at Whitby read in part: "You will

upon no occasion detain the courier in his coming or going. You must always be ready to receive him and put up any letters you may have to forward as he happens along."



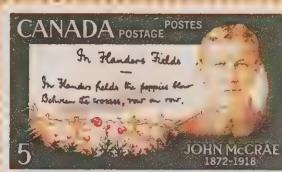
Custom House on Allan's Merchants' Wharf in the 1820s. (15)

Illustration of York, 1824 showing:

- 1 – Peter McDougall's store;
- 2 – George Street;
- 3 – John Munro's house;
- 4 – William Lyon Mackenzie's printing office;
- 5 – Frederick Street;
- 6 – William Allan's house;
- 7 – Caroline (now Sherbourne) Street;
- 8 – Russell Abbey, built by Peter Russell, administrator of Upper Canada;
- 9 – Princess Street;
- 10 – Legge residence, later Collier Publishing;
- 11 – Berkeley House;
- 12 – Berkeley Street, later Parliament Street;
- 13 – Parliament Buildings, burned December 30, 1824;
- 14 – Blockhouse, later Gooderham's Distillery;
- 15 – Don River.

(16)





Farmers counted for the majority of customers at rural post offices. Mail arrived daily at those depots which were near or in between larger centres. At smaller hamlets, a mail courier would arrive on horseback three times a week and sound his horn for pick up and delivery.



Mail travelling by stagecoach circa 1834. (18)

During planting and harvesting seasons, it was often difficult for farmers to take the day required to ride to the post office. Some postmasters designated numbered boxes for each family who let mail pile up for several days at a time.

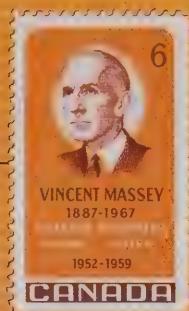
(Rural mail delivery was inaugurated in 1908 and made many of the smaller rural post offices obsolete.)



Family mail boxes attached to a tree. (19)

1834

BIRTH OF A CITY



RT. HONOURABLE VINCENT MASSEY

Issued: 1969

As the first Canadian-born Governor General, the Rt. Honourable Vincent Massey travelled all over Canada which "has natural beauty everywhere for those who have eyes to see."

During his long life, he held the highest diplomatic posts Canada has to offer. He was the first Canadian Ambassador to the United States and during the Second World War he served as Canada's High Commissioner to Great Britain. Later, he was chairman of the Royal Commission on the National Development of the Arts, Letters and Sciences which culminated in the 1951 "Massey Report". Its major recommendation was to establish the Canada Council.

Massey was born into a strict Methodist household on Toronto's Jarvis Street in 1887. He was educated at the University of Toronto where he later taught history and eventually served as Chancellor.

It was James Scott Howard who replaced Allan in 1828 and was postmaster when York became the City of Toronto in 1834, with a then population of 9,256.

Howard changed post office buildings three times. His third office, on Adelaide Street just east of George Street, (now 260 Adelaide Street East) had desks, quill pens and ink bottles so people could answer their mail right away.

Today, this same building is the site of the historic post office operated by the Town of York Historical Society. It has been renovated and the interior restored to its original design. Open on a daily basis, it's a popular attraction. In addition to newspapers and souvenirs, it offers regular, modern mail services.

By this time, a twice-weekly mail service between Kingston and Toronto made 22 stops en route. The postmaster was publishing lists of citizens who had mail for pickup at the post office. He also kept a running account of those who used the post office the most.

As commerce increased, roads improved and stages could cover up to 75 miles a day. In 1837, the year of the Rebellion of Upper Canada, mail was arriving and leaving Toronto six days a week.

The cost of mailing a letter was high. For instance, less than 60 miles cost 4½ pence; between 60 and 100 miles, seven pence; 100 to 200 miles, nine pence; and more than 200 miles from town, an additional two pence per 100 miles. So a letter from Toronto to Kingston, about 160 miles, would cost nine pence.





James Scott Howard,
York's final (1828-1834)
and Toronto's first (1834-
1838) postmaster. (21)

(It is interesting to note that a quart of milk then cost 3½ pence and eggs were three pence per dozen.)

Rates were also based on distance for a one-sheet letter. Two sheets doubled the cost; three sheets tripled the cost, etc. Often as not, a postmaster would simply open a letter to deduce what the charges should be.



"PAID" mark stamped by postmaster when mail was prepaid by sender in first half of 19th century. (23)



STEPHEN BUTLER LEACOCK

Issued: 1969
"I would rather have written Alice in Wonderland than the entire Encyclopedia Britannica", pronounced Canadian humorist Stephen Butler Leacock, whose 60 works have been translated all over the world.

Although better-known for his connections to Montreal and Orillia, Leacock spent many years of his life in Toronto. He was educated at Upper Canada College and the University of Toronto.

Leacock became the first lecturer in political science at McGill University in Montreal. His summer home at Orillia is now an historic site and literary shrine. The Leacock Prize for Humor is one of the most coveted awards in Canadian literature.

He died in Toronto in 1944.

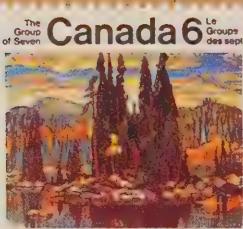
F. L. Walsh Esq. P.M.
Vittoria



Landscape of Toronto in 1834 by artist Owen Poe Staples. (22)

1837

THE NEED FOR REFORM



GROUP OF SEVEN, 50TH ANNIVERSARY

Issued: 1970

"They painted Canada as nobody had thought of painting it before", says a statement issued by the National Gallery of Canada on the 50th anniversary of the Toronto-based Group of Seven in 1970.

Their first group show was held in Toronto in 1920. Original members were: Franklin Carmichael, Lawren Harris, A.Y. Jackson, Frank Johnston, Arthur Lismer, J.E.H. MacDonald and Frederick Varley.

The seven were later joined by Alfred Casson, Edwin Holgate and Lemoine Fitzgerald. Contrary to widespread belief, Tom Thomson, who died in 1917, was not a member.



(25)

The postal system in Toronto was definitely chaotic. Not only William Lyon Mackenzie saw the need for reform. In spite of their efforts, legislative committees were unable to get cooperation from post office officials in Britain. The Home Government was draining the Canadian Post Office of all surplus revenues.

Mackenzie set his revolutionary prose in his *Colonial Advocate* newspaper against "the evils of an unregulated post office."

"To the Legislature alone belongs the control and distribution of all monies levied on (the people). The management of the Post Office of the Province ought not to be placed beyond the control of Parliament and the appropriation of its revenues from year to year, unknown to the Legislature, amounts to direct taxation without representation."

Mackenzie's prose was backed by action. He led his reformers in an investigation of postal operations. They found that the mail



Simcoe goes for Reform!

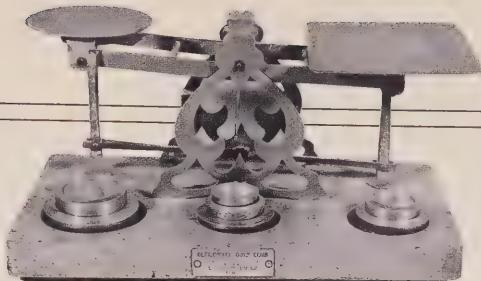
"*Ne eeds Malis, erd Contra.*"

compliance with the wishes of the freeholders called the county meeting of last week I resolved present, and with that view left York last Friday ing and proceeded in company with Mr. Gibson me of the worst roads I ever saw to Tecumseth, ance of upwards of forty miles, through Vaughan, and Lloydtown. The hilly country along the was in many places covered with frost and snow.



At a General Convention of Freeholders, James Hervey Price, Seigniorial District in Upper Canada, proceeding general election and to be held Thursday the 27th of February, 1837.

Resolved, That the great interests of the people are the same, equal law & equal members of this convention reside in the people, and are therefore better enabled to judge of the qualifications of the members of the assembly than our brother freeholders. It is therefore the duty to declare as the unanimous proceedings of Mr. William Botsford, Mr. George Strange, Boultion, Mr. James



(27)

was often tampered with and that many populous areas received no mail at all. In addition, he continued to agitate for post offices in villages north of Toronto — Hog's Hollow, York Mills, Thornhill — and further afield, in Richmond Hill, Sharon and Stouffville.

More post offices, however, did not necessarily mean more economical rates, which remained prohibitive to all but the wealthy and, of course, the government.

No wonder bootleg mail was popular. Servants and friends became entrusted carriers. They were faster, cheaper and offered more security than the regular mails. For long distances, soldiers patrolling the highways could be induced to carry letters. A legislative committee in 1840 estimated that less than 10 per cent of all letters sent in Canada used the postal system.

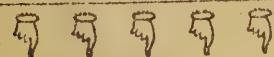
Masthead of Mackenzie's *Colonial Advocate* of March, 1834, when York became Toronto. (26)



Advocate.

C. THURSDAY, MARCH 13. 1834.

No. 509



Delegates, John Mackintosh, President by the Freeholders of the County of Frontenac; held at York on the 27th of February, 1834, Francis Lattimore, Esq. in Chair, and Mr. Wm. Lesslie of Kingston, Secretary.

At a meeting of the freeholders of the county of Frontenac, held by public notice at the house of S. Merrill, in the township of Kingston, this 27th of February, 1834, Francis Lattimore, Esq. in Chair, and Mr. Wm. Lesslie of Kingston, Secretary.

The chairman opened the meeting by stating that a general assembly had assembled this day to nominate

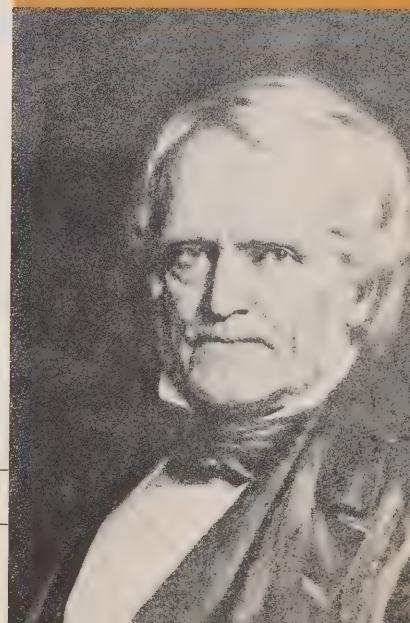


DISCOVERY OF INSULIN

Issued: 1971
Medical history was made in the hot summer of 1921 by a team of researchers in a University of Toronto laboratory. After years of experiments, this group succeeded in isolating the hormone insulin, a discovery that has saved millions of lives.

For their efforts, Dr. Frederick G. Banting and Dr. J.J.R. MacLeod were awarded the 1923 Nobel Prize for medicine, the first Canadians ever to be so recognized. Banting shared his reward with Dr. Charles Best and MacLeod shared his with Dr. J.B. Collip, their co-discoverers.

William Lyon Mackenzie, Toronto's first mayor, who fought for postal reform. (28)



1840s

A NEW STABILITY



Paul Kane painter peintre Canada 7

PAUL KANE

Issued: 1971

Famous for his paintings of Indian life, Paul Kane's first contact with native people came during his boyhood in York, now Toronto, where he played with the Mississaugas who frequented the shores of Lake Ontario.

He studied portrait painting as a young man and his subjects included many local notables.

After making the grand tour of Europe and Africa, he took the first of his two western Canadian expeditions in 1845.

Kane died in 1871 at age 60 and is buried in St. James Cemetery in Toronto.



Charles Albert Berczy, Toronto postmaster, 1838-1853. (29)

By the end of the 1840s, Toronto's population had grown to over 21,000. Postmaster James Scott Howard, feared as a Mackenzie sympathizer and fired in 1838, was replaced by Charles Berczy. Berczy, son of the early York artist William Berczy, had previously owned a shipping company in Amherstburg, Ontario.

Berczy moved the postal building to Front Street, just west of Yonge Street, and then in 1841 to No. 48 Wellington Street East. King Street, a block to the north and by now two miles long, was the main thoroughfare at the time with boardwalks and macadamized roadway.

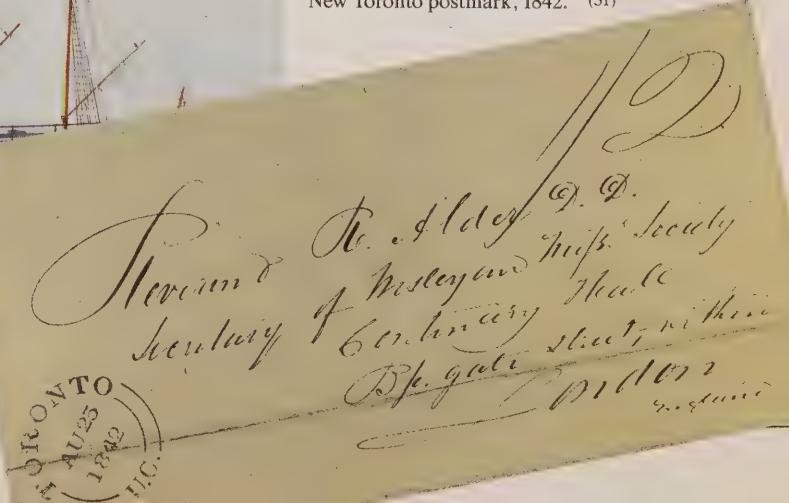
This new main post office had more space than ever before with a separate delivery office and a distribution room in the old cellar kitchen. Berczy had a staff of three clerks. The lone carrier, John McCloskey, charged two cents for the luxury of delivering letters.

By this time, people could rent boxes in the post office. Most of the public, however, picked up mail from the General Delivery wicket. Office hours were 7:00 a.m. to 7:00 p.m. and one hour each on Sunday morning and afternoon. Charges to be paid on arriving letters were stamped in black. Prepaid charges were marked in red on the back of the letter.

Royal Mail Line's "The City of Toronto" in 1845. (30)



New Toronto postmark, 1842. (31)



1850s

GROWTH AND EXPANSION

The 1850s brought rapid changes and significant improvements in postal service. The Eglinton Crossing was the first in a series of new post offices to open in that decade. This post office sat on the site of the historic Montgomery's Tavern and Inn, the headquarters of Mackenzie's rebels during the short-lived Rebellion of Upper Canada. The tavern was ordered burned to the ground to show the end of "that perfidious enemy, responsible government." Today, there is a commemorative plaque on the lawn of Toronto's Postal Station "K" which stands on the historic spot.

Other post offices which opened in the 1850s were: Yorkville, 1853; Willowdale, 1854; followed by Leslie, Ellesmere, Malvern, Danforth and Islington.

Joseph Lesslie, a political crony of Mackenzie's and a former druggist and commissioner of roads, became Toronto's postmaster in 1853. In that year, the post office for the first time occupied a purpose-built structure, at No. 10 Toronto Street.



J.E.H. MACDONALD

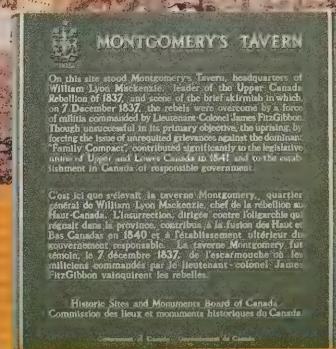
Issued: 1973
J.E.H. MacDonald (1873 to 1932) was one of the most beloved members of the Group of Seven. Others gravitated to him because of his humour, honesty, keen sense of design and strong use of colour.

MacDonald's painting took him to Georgian Bay, Mattawa, Algonquin Park, the Laurentians, the Maritimes, the Rockies and especially the Algoma Region which he adored. This stamp, shows *Mist Fantasy*, from the Art Gallery of Ontario. MacDonald immigrated to Canada from England when he was 14. He studied art in Toronto, taught at the Ontario College of Art and subsequently became principal of that famous Toronto school in 1929.



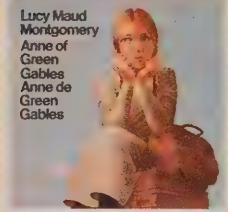
Toronto scene in 1854 by Edwin Whitefield. (32)

Commemorative plaque to Montgomery's Tavern, burned during Rebellion of 1837, on lawn at Postal Station 'K'. (33)



Historic Sites and Monuments Board of Canada
 Commission des lieux et monuments historiques du Canada

Canada 8



LUCY MAUD MONTGOMERY

Issued: 1975

Although associated with Prince Edward Island, Lucy Maud Montgomery, author of the famous Anne of Green Gables, actually moved to Ontario with her husband, a minister, in 1911.

They retired in 1935 to a home at 210 Riverside Drive in Toronto where Montgomery completed three more volumes of the series which has charmed a multitude of readers all over the world. She died in Toronto in 1942.

In 1983, a plaque honoring Montgomery was unveiled at Toronto's Arts and Letters Club – which still refuses memberships to women. In 1984, a small park was named for Montgomery, near her former Toronto home.



Joseph Lesslie,
Toronto postmaster
1853-1879. (34)



The building was designed in 1852 by one of Toronto's most prolific architects, Frederick William Cumberland, known for some of Toronto's finest 19th century buildings such as University College, St. James Cathedral and Osgoode Hall.

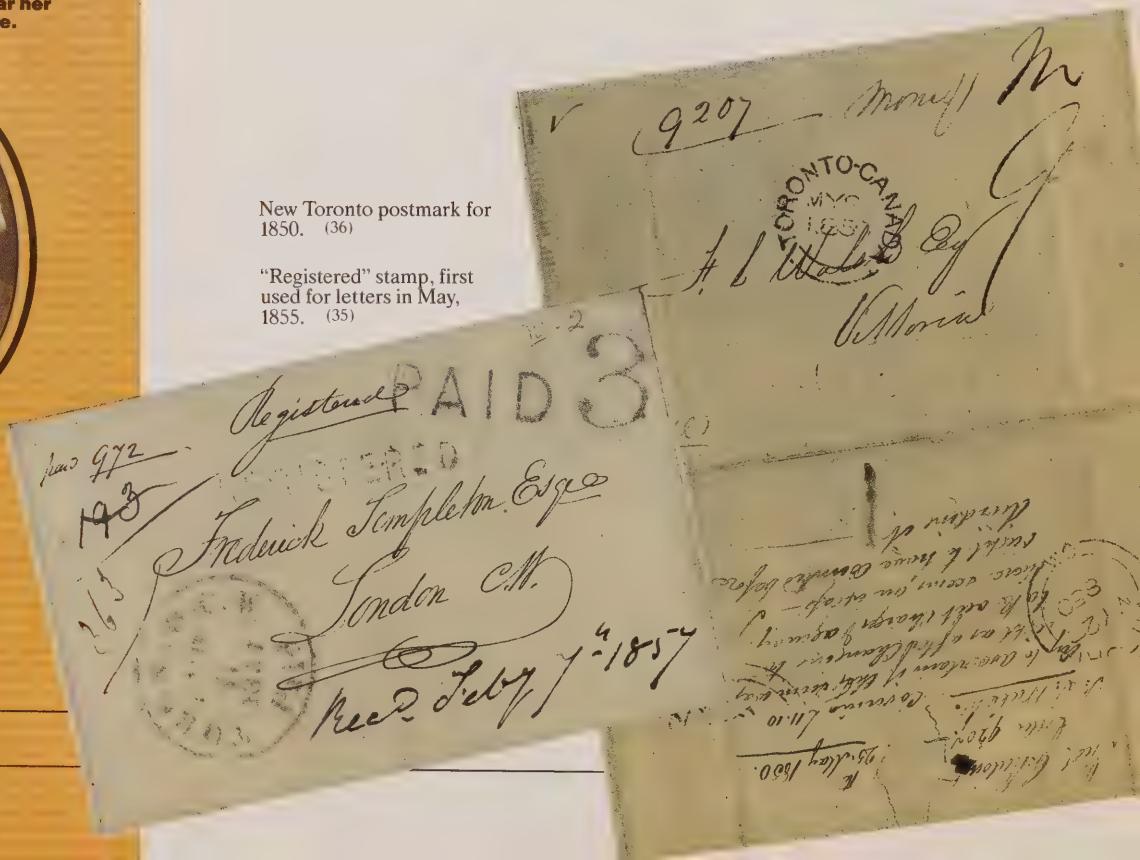
In fact, James Morris – Canada's pre-Confederation postmaster general – was so impressed by the "very favourable notices taken by the press of Toronto of the P.O. Building" that Cumberland was invited to submit a design for a new and grand post office in Quebec.

There was a storm of controversy in 1957 when the federal Department of Public Works, which owned the historic building, announced that it would be demolished. The City of Toronto fought successfully for its preservation. Today, it is the headquarters of Argus Corporation Limited and known colloquially as No. 10 Toronto Street in the business world.

Above: Oulcotts Hotel at Eglinton Crossing in 1890; former site of fighting during 1837 Rebellion and present site of Postal Station 'K'. (37)

New Toronto postmark for 1850. (36)

"Registered" stamp, first used for letters in May, 1855. (35)



1851

THE THREEPENNY BEAVER STAMP

No. 10 Toronto Street was where Torontonians first purchased the Threepenny Beaver stamp, designed by Sir Sandford Fleming in 1851. This was the first stamp produced in Canada and also the first stamp to feature an animal in its design. Today, Fleming is best remembered as the man who developed Standard Time (while living in Toronto) and as the chief engineer for the Canadian Pacific Railway.

At present, about 12 stamp subjects are chosen annually from the 300 suggested by the public or Canada Post Corporation researchers. The stamps' subjects must illustrate the cultural, economic or historical life of Canada. They may commemorate a 25th, 50th or centennial anniversary of a famous person or event.

The stamp advisory committee, which chooses the stamp subjects, is comprised of Canadians knowledgeable in philately, Canadian history and culture, as well as fine art and design.

When the Threepenny Beaver came on the market, people were not actually required to use stamps. They had the option of letting the recipient pay, an old habit which died hard. But by 1875, to enforce prepayment of mail, the postmaster general ordered that any piece of mail without adhesive stamps would be sent directly to the dead letter office.



King Street boardwalk between Yonge and Church Streets in 1859; Toronto's main shopping district. (38)

The famed Threepenny Beaver of 1851, Canada's first stamp. (39)



Sir Sandford Fleming, who designed Threepenny Beaver. (40)



CHRISTMAS, CHILDREN'S DESIGN PROJECT

Issued: 1975

In 1975, the Post Office asked the children of Canada to submit ideas for a series of Christmas stamps.

Eighty thousand drawings were sent in. Six were chosen. Two of these were by Torontonians: Robert Kowalski drew the 15-cent stamp, Trees, and Lorraine Caldwell, the eight-cent stamp, Family.



1856

MAIL-BY-RAIL



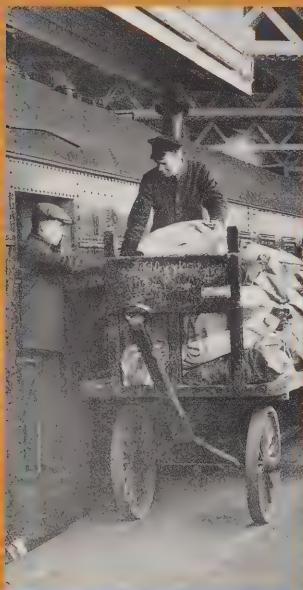
OLYMPIAD FOR THE PHYSICALLY DISABLED

Issued: 1976

Every four years, in tandem with the Summer Olympic Games, the world's physically disabled hold their own competition.

In 1976, Canada was host to 2,000 disabled athletes from 83 countries who, backed by their slogan "Everybody Wins", met at Etobicoke in Metro Toronto for the Olympiad for the Physically Disabled. That year, for the first time, blind and amputee athletes were allowed to join the competition.

Loading mail at Toronto's Union Station, 1925. (41)



By the 1850s, trains were coming of age and carrying freight as well as passengers. Mail would also travel by rail, speeding delivery. "Mail train" became, in North American jargon, a synonym for speedy train.

Major mail-by-rail routes can be traced to a post office notice in *The Daily Globe* of October 28, 1856, which stated that mails for points east and beyond would now be dispatched by the Grand Trunk Railway. The railway mail clerks, operating in their mini-post offices on swaying trains, quickly became known as the elite of the postal corps.

A Toronto sorter was always on duty at the Montreal Post Office, routing mail for Toronto. As well, at 10:00 p.m. every night, another sorter would get on a train from Toronto to meet an incoming Montreal train at Napanee. There, the sorter would transfer to the train from Montreal and by the time the incoming Montreal train arrived in Toronto, all the city's mail would be sorted.

However, just as trains replaced stage coaches, airplanes replaced trains. The final run of railway mail was in April, 1971.



Sorting letters in railway mail car, 1925. Final mail car run was in April, 1971. (43)

Grand Trunk Railway mail train. (42)



1867

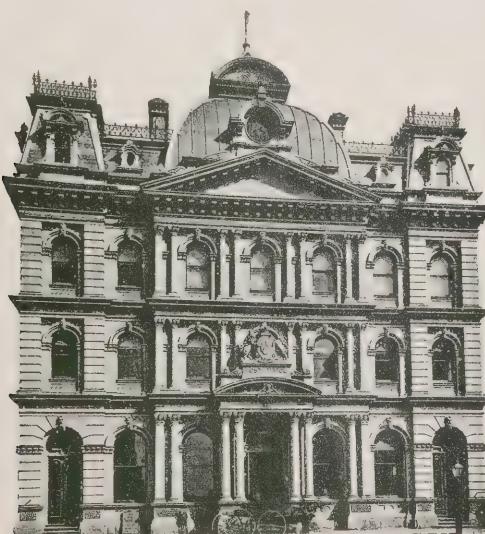
CONFEDERATION AND COMMERCE

With Confederation in 1867, the Post Office became one of Canada's first government departments. The new Canadian postmaster general, Sir Alexander Campbell, established a new and capable breed of postal inspectors and demanded that they submit financial statements twice a year.

He also established a general salary scale for postmasters. There would be a \$10.00 minimum annual wage for part-time postmasters at small post offices. Postmasters at larger offices would receive 40 per cent of the postal business up to \$800 annually, plus 25 per cent of all revenues beyond that amount.

Prior to Confederation, postmasters were paid in three ways: some by commission on business in their post offices; others took a fixed salary; and a third group opted for a combination of the two.

Toronto was by this time taking its place as a major Canadian distribution point. Besides the city delivery routes, Toronto was the base for delivery to far away Gravenhurst and Rousseau. Steamers carried mail daily to Alport, Port Carling and Windemere; semi-weekly to Bala, stopping at Mount Kaye, Torrence and Bracebridge en route.



Until 1936, main Toronto Post Office was on
Adelaide Street. (45)



CHRISTMAS, ST. MICHAEL'S CATHEDRAL

Issued: 1976

St. Michael's Cathedral, at 200 Chruch Street in Toronto, is featured on this Christmas stamp which shows a nativity scene in a stained glass window at the church. The window was cut in 1912 in the Munich workshops of Franz Mayer.



Three Toronto letter carriers pose in 1870. (46)



THE CHICORA

Issued: 1976

The Chicora's career spans many historic moments of the 19th century: from blockade running for the American Confederacy to carrying military expeditions to Manitoba during the Riel Rebellion.

By 1878, The Chicora had entered quieter service on the Toronto - Niagara River passenger run. She ended as a coal barge in 1942.

Toronto letter carriers, circa 1885. (48)



Sir Alexander Campbell,
first Canadian Post-
master General. (47)

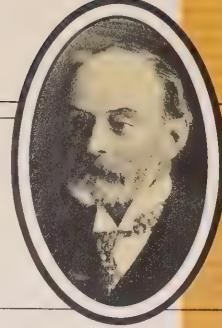
About this time, horse-drawn public carriages appeared on Toronto's streets. Couriers, employed by large corporations to carry messages back and forth, made use of these streetcars. Why couldn't postmen? Subsequently, each day postmen were given enough money to purchase single fare tickets to deliver and pick up mail, thereby speeding delivery.

It was to a new and glamourous building on Adelaide Street, at the intersection with Toronto Street, that the post office moved in 1873. These grandiose new quarters, Toronto's head office until 1936, were faced with cut stone and ornamented in an Italian Renaissance manner then popular in Paris. It was the hub of burgeoning commercial correspondence.

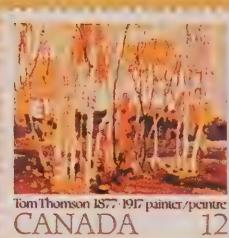
On February 17, 1881, *The Mail* stated that 97,000 letters were delivered by carriers the preceding week. "The letter delivery of the post office is becoming very heavy," said *The Mail*. Walking to the post office on Adelaide Street was a daily event for many businessmen and office clerks who checked for registered letters, which by now were used regularly in commerce.



1879 CONTROVERSY



Thomas Charles
Patteson, Toronto post-
master 1879-1907. (49)



Basking in the post office's success was the new postmaster of Toronto, Thomas Charles Patteson. A lawyer, founder of the Ontario Jockey Club and a good friend of the Prime Minister — Sir John A. Macdonald — Patteson had assumed his new duties in 1879 amidst considerable controversy. Joseph Lesslie, his predecessor, had been a popular figure.

The Globe produced several editorials on the change of postmasters and was particularly hard on Patteson who for some years had run the competition, *The Mail*. When Patteson was bankrupt and forced to sell the paper, his patron, Sir John A., moved to find a new job for his old supporter.

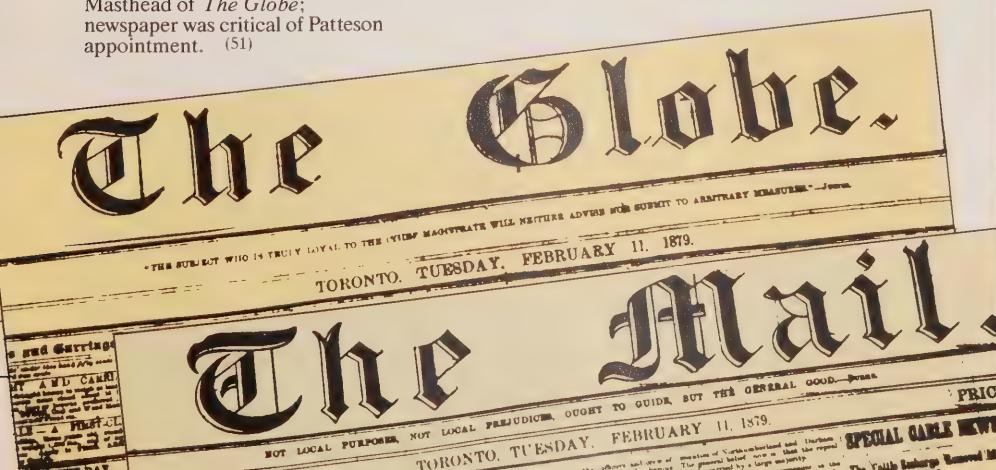
(*The Mail* merged first with *The Empire* and then in 1936 with *The Globe* to become *The Globe and Mail*.)

The Globe editorialized at the time: "It is admitted on all hands that Mr. Lesslie has been a most efficient postmaster. If a politician be put in his place, it will furnish the best indirect proof that Mr. Lesslie was pushed out to make way for him.

"We pointed out some time ago . . . that Sir John A. Macdonald's weak point had always been that he was too ready to do questionable things to please his friends . . .".

Lesslie was to receive a pension of \$2500. *The Globe* did not dispute his right to receive that sum, just the fact that "there are many who will look upon it as disgraceful that the country should be put to this additional expense simply that a place may be found for some needy friend of the government."

Masthead of *The Globe*;
newspaper was critical of Patteson
appointment. (51)



TOM THOMSON
Issued: 1977
A pair of stamps was
issued to mark the cen-
tenary of the birth of
Toronto artist Tom
Thomson.
Born in 1877, Thomson
grew up in a home filled
with art, music and the
love of nature.
Although he attended
business college and
later turned to commer-
cial art, he began to
paint seriously in Toronto
in 1911. He visited Algon-
quin Park, the site of
much of his inspiration,
for the first time in 1913.
Thomson's home was at
66 Wellesley Street in
downtown Toronto. He
died in 1917.

Sir John A. Macdonald. (50)



1880s

MEETING NEW DEMANDS



SIR SANDFORD FLEMING

Issued: 1977

Sir Sandford Fleming, "draughtsman and provincial land surveyor" – as he advertised himself in the early Toronto city directories – designed Canada's first postage stamp: the famous Three-penny Beaver, in 1851. His office, at 112 Yonge Street, was above a drugstore.

Born in Scotland in 1827, Fleming came to Toronto in 1845, living first on York Street, then on Davenport Road and finally on Carlton Street.

It was at his last address where, having retired as chief engineer for the CPR, he developed the system of Standard Time.

The leap in Toronto's population placed increased demands upon mail delivery. By 1881, there were 86,400 people in the city, a dramatic 46 per cent increase from the 59,000 of a decade earlier.

An example of Toronto's growth was its annexation of the Village of Yorkville in 1883. Yorkville was one mile square, bounded by Bloor Street on the south (then the northern boundary of Toronto), Sherbourne Street to the east and the University Creek to the west. The 6,000 residents received mail three times a day: at 7:30 a.m., 3:30 p.m. and 5:00 p.m.

Free letter-carrier service, which had begun in 1875, was handled twice daily by two men whose responsibilities were divided by Yonge Street. The Yorkville carriers began their day at the main post office downtown and used the streetcar to go the 1 3/4 miles to their routes.

Besides delivering the mail three times a day, they would twice a day pick up mail from street letter or pillar boxes. These boxes had been introduced to Toronto from England in 1859, saving time for people mailing letters who otherwise would have to go directly to a post office.

Service was not nearly so sophisticated in the growing community of Riverside, east of the Don River and north of Kingston Road. Delivery was available only north of Gerrard Street. The rest of Riverside was sparsely populated with unpaved streets and un-numbered houses. There were few sidewalks and lots of mud. Only one carrier walked the Riverside route, but he did it twice every day.



Mail delivered by quadricycle in early 1900s. (52)

Costs of the two expanded services to Yorkville and Riverside — including the annual salaries of \$350 for each of the three letter carriers, plus tickets for the privately-run streetcars — totalled \$1200. This compared favorably with the post office revenues of \$2900 for the two villages.

1875 Order-in-Council decreeing free mail delivery. (53)

On a Memorandum dated
8th May 1875, from the Hon. the
Postmaster General, recommending
that under the provisions of the
36th Section of the Act 31 Victoria,
chapter 10, an Act for the Regulation
of the Postal Services, — he be
authorized to establish a system
of free delivery by Letter Carrier
of letters brought by mail, in the
cities of Montreal, Quebec,
St. John, New Brunswick; Halifax,
Nova Scotia; Ottawa, Kingston,
Toronto, Hamilton and London.
The Committee advise that
the authority requested be granted.

F. J. Vincent

Approved
10/5/75

D. Morris



WINTER ICE SHIP

Issued: 1977
The Chief Justice Robinson was a passenger vessel of the mid-1880s used on the Toronto — Niagara River run. Americans, suspicious of her snout-nosed prow, believed she was better suited to ramming their boats than the ice.

She was named for John Beverley Robinson, Chief Justice during the Rebellion of Upper Canada, who died in Toronto in 1863. Lenient in his time, Robinson presided over the trials of those charged with participating in the rebellion.



Street pillar mail box, introduced to Toronto in 1859. (54)

Letter carrier, circa 1900. (56)



CNE CENTENNIAL

Issued: 1978

The Canadian National Exhibition began in 1878 as an agricultural fair offering prizes for farm products, including 44 for breeds of chickens and 36 for varieties of apples.

Manufacturers soon raced to display their products at the popular exposition. By 1902, the midway opened. Sport, music and arts, track and field, power boat races, even yo-yo championships, all became part of the annual fair.

In 1925, domestic sciences programs presented cooking demonstrations entitled "Mrs. Smith Serves Tea" and "Let's Pack a Basket and Go to the Woods".

Through annexation and rapid growth, Toronto's population more than doubled to 180,000 by the late 1880s and the postmaster general called for the city's postal service to be revamped once again.

At the time, an enterprising businessman, Follis Johnston, contracted with the post office to hire three waggoneers to collect mail from all of Toronto's 70 street letter boxes and the emerging branch offices for delivery downtown. (The procedure of contracting out continued until 1972, when the post office bought and maintained its own fleet of trucks.)

The waggoneers travelled 35 miles daily. If imaginary lines on a 19th century map connected the then existing post offices, the result would be an outline of present day Toronto.

Designated as new post offices in the 1870s and 1880s were: Downsview, at Keele Street and Wilson Avenue; Elia, at Keele Street and Finch Avenue; Norway, which then lay just north of the expanse known as the Woodbine Driving Park; Doncaster and Todmorden, which both lay on the Don Mills Road (now Broadview Avenue); Deer Park; Carlton West, at St. Clair Avenue and Old Weston Road; Seaton; and Sunnyside.

Toronto 1886, north from the harbour to Bloor Street. (55)



Toronto letter carrier's uniform, circa 1890. (58)



The next new post office was opened at The Junction. The village of (West) Toronto Junction had developed around a new railway terminal on Dupont Street. It soon gained a reputation as one of Toronto's roughest and most raucous neighborhoods of the period.

The village of Davisville, lying between Eglinton and Toronto, completed the heady 20-year expansion when it was granted a post office in 1890.

The postmaster general was cognizant that "Toronto growth demands better service." A fourth delivery wagon was required and "more respectable men" were to be hired.

To the west, Parkdale had become a Toronto bedroom community. The post office was located in a hardware store and the lobby was jammed every day at 5:15 p.m. when the mail arrived.

But this crowding was a minor problem. There were complaints about a Mr. Coles, the postmaster. The investigating postal inspector, however, exonerated Mr. Coles who was found to be an abrupt man "but entirely proper in carrying out his duties."

The Parkdale houses were generally numbered, but the village had few sidewalks – making foot or bicycle delivery difficult in spring and winter. Four letter boxes in the village would be emptied twice a day, but the post office would remain "for those who like to go in and get their mail."

About this time, post office regulations required that every letter for Toronto should "bear name, street and number, no matter how well known the name may be." If not, the letter would be considered incompletely addressed and delivery would be delayed.

More post offices opened in the 1890s – at North Toronto, where the CPR tracks cross Yonge Street; and at Leslie Junction, Swansea, O'Sullivan's Corners and Mount Dennis.



Toronto letter carriers' greeting card, pre-1900. (57)

Canada
Postage Postes

12
CAPEX 1978



Canada
Postage Postes

14
CAPEX 1978



Canada
Postage Postes

30
CAPEX 1978



Canada
Postage Postes

\$1.25
CAPEX 1978



CAPEX

Issued: 1978

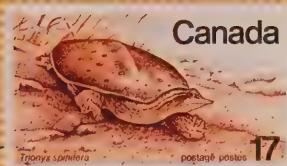
CAPEX, the international stamp show, was held in Toronto in 1978 to mark the centenary of Canada's joining the Universal Postal Union. CAPEX is the acronym for Canadian Philatelic Exhibition.

An international postal union was formed in 1872 when 22 nations came together to set general mailing standards. Canada joined in 1878.

In 1947, the Universal Postal Union became a specialized agency of the U.N.

1900s

STREET POST OFFICES



TURTLE

Issued: 1979

The Eastern Spiny Soft-Shelled Turtle was once found in large numbers in Toronto's Humber River.

Now threatened by toxic chemicals and hunters, this turtle is most commonly found in sandbars and vegetation in shallow water in Western Lake Ontario.



Another street letter box, photographed between 1916-1920. (59)

The first post offices of the 20th century were Donlands, Oriole and Wychwood Park.

Toronto was then beginning to spill into Scarborough and Etobicoke Townships. William Brown Rogers, postmaster from 1908 to 1918, opened Birch Cliff, on the Kingston Road; Mimico Beach, on Lakeshore Road; and Scarborough Bluffs. Rogers is also remembered as a founder of the Retail Merchants' Association.

The number of street post offices grew as well. These were found inside retail stores and were named for their location. Although records are scarce, their existence has been documented by their hammers, the tool used to stamp postmarks on mail. For instance, the hammer mark might read: "Beeker St. 3 p.m.". The postmaster always filled in the exact time a letter was brought in.



Sorting mail inside Adelaide Street Post Office, 1913. (61)



William Brown Rogers, Toronto's postmaster, 1908-1918. (60)

Toronto letter carrier,
1910. (63)



CANADA 35

Royal Canadian Academy of Arts 1880-1980
Art in Canada 1880-1980

CANADA 35

Street post offices were often bestowed after some fairly heavy lobbying by a retailer. A summer post office was opened at Balmy Beach — in a drugstore just 150 yards outside the city limits — after a successful campaign by vacationers and their local chemist.

According to the postal inspector's report in favor of the extra post office: "A number of merchants and professional people have summer homes here where they reside with their families during the warm weather."



Royal Mail electric coach, circa 1900. (62)

ROYAL CANADIAN ACADEMY OF ARTS/NATIONAL GALLERY OF CANADA

Issued: 1980

A series of stamps was issued in 1980 to commemorate the founding of the National Gallery of Canada and Toronto's Royal Canadian Academy of Arts.

Governor General Lord Dufferin first broached the idea of an academy of arts though it "caused a marvellous amount of bitterness and bad language" and that "half the artists are ready to choke the other half with their paint brushes".

The National Gallery was formed in 1880 when each artist who joined the Royal Canadian Academy of Arts agreed to donate one of his or her works to the national institution.

Toronto artists represented in the stamp series are Lucius O'Brien, a civil engineer and professional painter, who donated *Sunrise on the Saguenay* and Thomas Fuller, the designer of the original Parliament Buildings, who gave his pen and water color drawing of the buildings.



HEALEY WILLAN

Issued: 1980

Healey Willan, who composed more than 300 pieces of music, immigrated to Canada from England in 1913 to head the Theory Department at Toronto's Royal Conservatory of Music.

He soon was revered not only for his compositions and choir work, but also for his quotable quotes: "Composition is 98% perspiration and 2% inspiration" and "If a composer knows his job, he can set the telephone directory to music". In fact, in 1922, he set the constitution of Toronto's Arts and Letters Club to music.

Willan was the only non-resident of the United Kingdom invited to write an anthem for the coronation of Queen Elizabeth in 1953. He died in 1968.

Mailing eggs (!) in 1923. (64)



Toronto street letter boxes, photographed between 1916-1920. (65)

But not everyone's requests were satisfied. In the early 1900s, the new City Hall (now the old City Hall) at Queen and Bay Streets was bustling with the business of municipal offices and law courts. Here also were the headquarters for the city police and the Board of Education.

Several prominent civil servants and businessmen petitioned for a post office in the building. "Establishing a receiving and delivering office within the city building would be a great convenience and highly appreciated," they wrote. The signatories included the sheriff of Toronto, the city clerk, registrar, solicitor, and the policy and assessment officers. Despite the formidable names on the petition, no post office was approved for the City Hall. It was felt existing postal stations were close enough.



Inauguration of parcel post in Toronto, 1919. (66)

The first postal flight from Toronto to Ottawa, (1918). (67)



1936



Letter carrier, circa 1927. (68)

The post office was always willing to try something new to speed delivery. In 1923, motorcycles were used to pick up mail from street boxes, and by 1928 drivers were delivering parcel post by motorcycle.



Motorcycle "mailmobile," 1923. (70)

The final move for Toronto headquarters, in 1936, was to the block-long Dominion Public Building on the south side of Front Street, between Bay and Yonge Streets. Here, too, are the executive offices for York Division which serves all of greater Metropolitan Toronto.

The block-long Dominion Public Building, headquarters for York Division since 1936, stretches from Bay to Yonge Streets along Toronto's Front Street. (69)



NED HANLAN

Issued: 1980

In 1880, Ned Hanlan – who weighed only 155 pounds and stood five feet eight inches – became the first Canadian to win a world rowing championship.

Born in 1855 on Toronto Island, Hanlan had already won the Ontario rowing championship when 20 prominent men formed the Hanlan Club and gave him a better boat and sliding seat. In 1876, he won the U.S. centennial race at Philadelphia and went on to defeat the English, and finally, a six-foot-four Australian, for the world title.

He died in Toronto in 1908.

Rural mail courier, 1926. (71)



1941

AIRGRAPH SERVICE



MILITARY AIRCRAFT

Issued: 1980

Toronto manufacturers have built several top military aircraft.

The Imperial Munitions Board took over Curtiss in Toronto in 1917 and, as Canadian Aeroplanes Limited, turned out 2900 JN-4s. Canada's first airmail flight from Montreal to Toronto was in a JN-4. In addition, the first commercially-registered aircraft in Canada and the first plane to fly over the Rockies were JN-4s.

The Avro Lancaster, built by Viceroy Aircraft Limited of Malton, entered combat in March, 1942 and was flown by 12 RCAF squadrons. Post WWII, the Lancaster was used by the RCAF for air/sea rescues, maritime reconnaissance and the air photography project that completed the mapping of Canada.

Avro Canada produced the CF-100. An all-weather, day-or-night interceptor capable of Arctic flying, it was used by the RCAF to patrol the North and stave off Soviet bomber threats. The CF-100 was the first straight-winged combat aircraft to break the sound barrier.

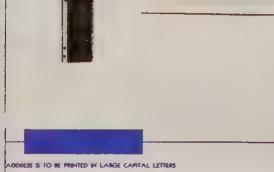
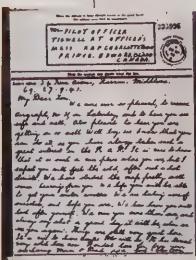
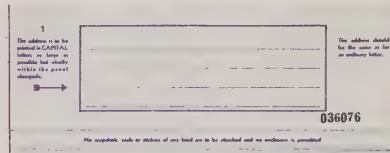
The Second World War severely tested the post office's ability to adapt to changing demands. The problem was providing secure and reliable communication between servicemen overseas and their families and friends at home. In addition, there was the practical worry about the amount of space these new, large volumes of mail would occupy on supply ships.

The solution was the Airgraph Service.

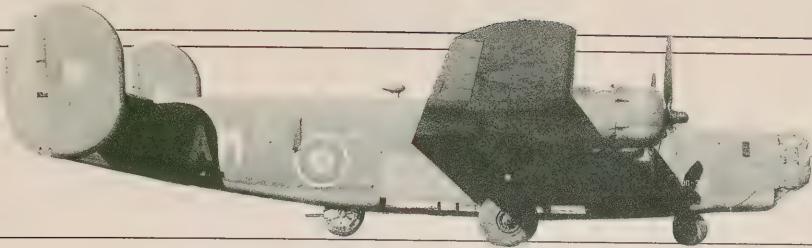
The airgraph was a form, similar to that used for telegrams today, which cost five cents to mail. The Toronto Post Office became the clearing house for all airgraphs from across Canada.

The service started in November, 1941 with one part-time employee and ended in August, 1945 with 38 full-time employees. Throughout the War, these men and women processed 8.5 million airgraphs from Toronto and received 9.8 million from overseas via Britain.

Airgraphs used by servicemen in the Second World War. (72)



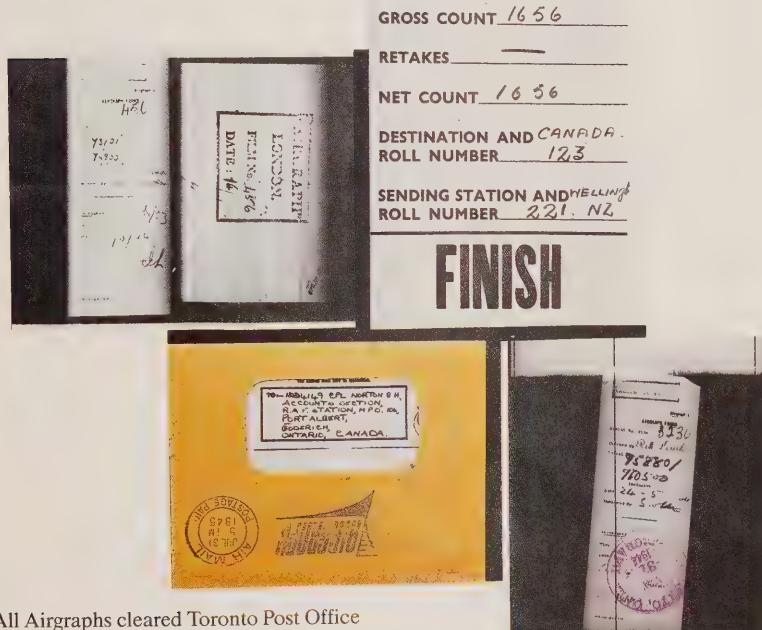
Liberators, wartime aircraft, ferried mail to servicemen during the Second World War. (74)



Here's how the Airgraph Service worked. Canadian Kodak, using 15mm film, was able to transfer 1500 airgraphs to one roll of film. The film and the cardboard container protecting it together weighed just four ounces, compared to the 25 pounds that 1500 letters would normally weigh. The rolls were sent to Montreal, where they were then flown to England. Normally mail went by sea. The Airgraph Service meant valuable space was saved for war goods and supplies on ships.

The Airgraph Service was flown from England to Base Army Post Offices (BAPO) in Algiers, Cairo, Naples, Bombay, Colombo, Wellington and Melbourne.

In 1942, the British established a similar system for Canadian troops to write home and all these letters were sorted in Toronto.



All Airgraphs cleared Toronto Post Office during Second World War. (75)

CENTENARY OF THE BIRTH OF FREDERICK H. VARLEY

Issued: 1981

A founding member of the Group of Seven in 1920, Frederick H. Varley originally worked as a docker to support his art studies in Belgium.

He immigrated to Toronto in 1912 where, as a portraitist, he often annoyed patrons by painting them green, pink or purple. Varley believed different colors represented personality or levels of spirituality.

He died in Toronto in 1969. (Self-portrait on stamp belongs to the Hart House Collection.)



Lancaster aircraft carried mail overseas. (73)

1948



DR. EMILY STOWE

Issued: 1981

Born 150 years ago, Dr. Emily Stowe's energy led her to accomplish a number of firsts for Canadian Women. She was the first woman principal of a Canadian school; first woman doctor in Canada; founder of Canada's first women's suffrage society.

Dr. Stowe believed women should have female doctors and so, after raising her family of three, she studied medicine in the United States. Unable to obtain a Canadian licence, she practiced without one until 1880.

The post-World War era saw continued and staggering growth for both Toronto and the post office.

Toronto was now sorting the largest volume of mail in Canada. By 1948, 26 mail trains pulled out of Union Station every day. Airmail was received and dispatched 26 times a day from Malton Airport.

(Regular airmail service had begun in 1928, although the first air mail flight – from Montreal to Toronto – was actually a decade earlier.)



Royal Mail airplane, circa 1930. (76)

1953 METRO AND MECHANIZATION

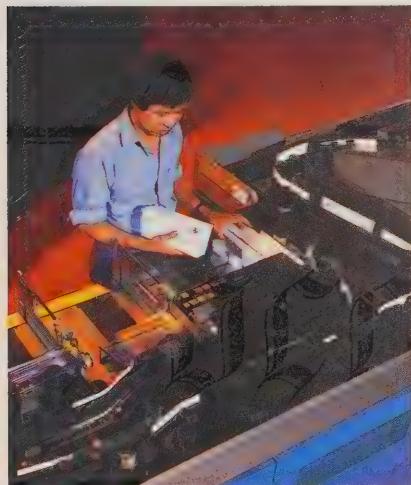
In 1953, the city and 12 adjacent municipalities joined to form Metropolitan Toronto.

As in the past, the growth of Toronto meant changes and innovations for the post office. Traditional hand sorting was giving way to huge computer-run mechanized plants.

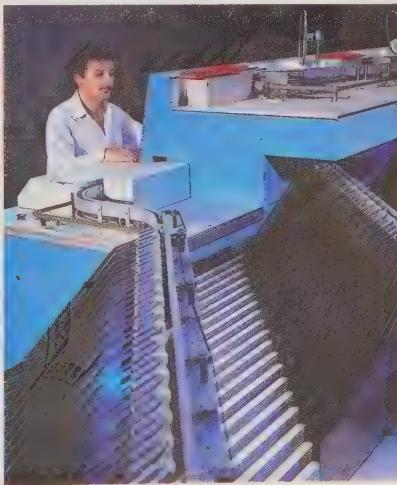
For example, the Gateway plant at Eglinton Avenue and Dixie Road in Mississauga occupies a 27-acre building where 2900 employees work on three shifts. Gateway also processes the majority of Canada's international mail.

Toronto's South Central facility, at 969 Eastern Avenue in the city's east end, processes the largest daily volume of letters anywhere in the world. The 2500 employees who work in the 14-acre building handle 4.5 million pieces of mail daily.

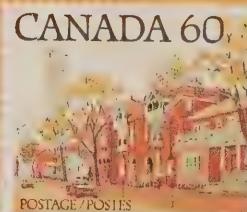
Mechanical installations actually began in 1929. The aim was to speed up mail handling in peak or rush hours. Toronto's plants continued to become mechanized into the 1950s with letter-sorting and bundle-tying machines.



Mechanized letter sorting at Toronto's South Central Letter Processing Plant. (77)



Optical character reader scanning envelopes at Toronto's South Central Letter Processing Plant. (78)



STREET SCENE

Issued: 1982

This 60-cent stamp, by Toronto artist Tom Bjarnason, depicts a downtown Toronto residential street and is one of a series on typical Canadian urban environments.

This stamp shows the juxtaposition of older, renovated Victorian homes and a modern, highrise apartment tower.

More than 75 per cent of Canadians live in cities.



Employees at coding desks reading postal codes at Toronto's South Central Letter Processing Plant. (79)

1970s

INTRODUCTION OF POSTAL CODES



Canada 30



Canada 30



Canada 35

International
Exposition
Philatelic
Exhibition 1962

International
Exposition
Philatelic
Exhibition 1962

International
Exposition
Philatelic
Exhibition 1962

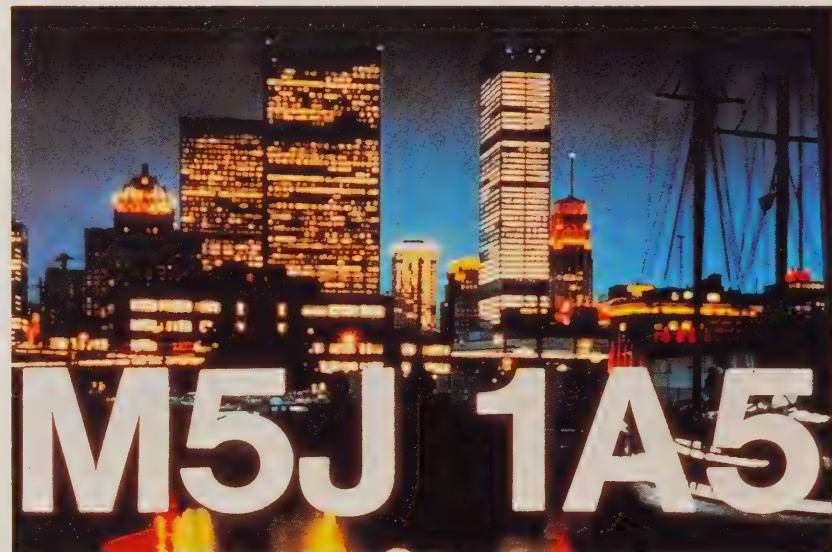
A newer post office, Station "L" at 473 Oakwood Avenue, built in 1975. (80)



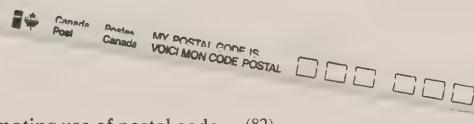
By the 1970s machines had become so sophisticated they could read type-written envelopes, another step in speeding mail processing and delivery.

That decade also saw the introduction of the postal code to Canada. The first code was introduced in Ottawa in 1971 and within two years the entire country had been coded. The postal code's six-character combination of letters and numbers represents an address for one side of a city street, or even for a large building.

For example, all Metro Toronto codes begin with M. Toronto has some of the most densely built-up apartment sections in Canada and a highrise has its own postal code, making delivery more efficient. (Some large buildings even have more than one code!)



Postal Code for York Division head office at 21 Front Street West in Toronto. (81)



Promoting use of postal code. (82)

1980s

THE ADVENT OF HIGH-TECH

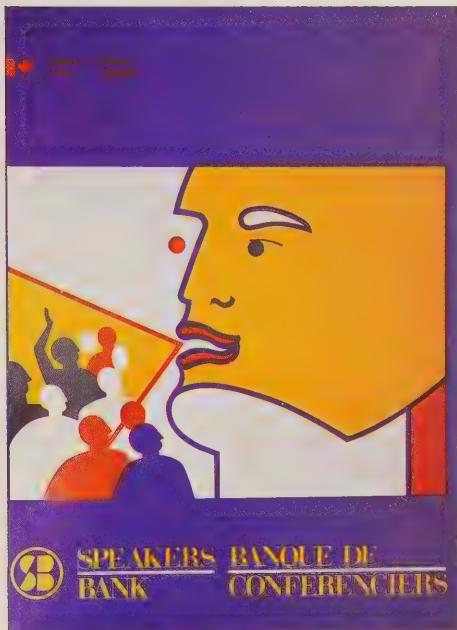
For the post office, the 1980s are seeing the growth of high-tech and an increased emphasis on service.

In 1981, the national courier service — Priority Post — was formally inaugurated. It offers next day parcel and letter delivery to 3000 locations across Canada and the fastest possible routes to the United States and 15 other countries.

Priority Post had in fact been tested for a few years in Toronto to ensure its guarantee of fast on-time delivery.

Business is not the only benefactor of this speedy service. Individuals can "demand" courier service at scores of postal stations. This new "demand" service is being continuously expanded through the use of radio cars and foot couriers communicating with two-way radios.

As well, the post office now offers three new electronic ways to send messages.



York Division Speakers' Bank poster; national program began in Toronto. (84)



York Division employees volunteer to speak to school and community groups on behalf of the Canada Post Speakers' Bank. (83)

Priority Post, Canada Post Corporation's courier service. (85)



Canada 35



Canada 60

INTERNATIONAL PHILATELIC YOUTH EXHIBITION

Issued: 1982

In 1982, Toronto's Canadian National Exhibition was host to the first International Philatelic Youth Exhibition held outside Europe. Young philatelists had a rare opportunity to examine and enjoy 1000 cases of world-famous stamp collections.



SALVATION ARMY CENTENARY

Issued: 1982

In 1882, the Salvation Army opened its first Canadian meeting place in Toronto in an upstairs hall at Gerrard and Yonge Streets.

Best known today for its aid to the unfortunate, the Salvation Army's Canadian history also includes a colonization program which brought 250,000 immigrants to Canada.



**BUSH AIRCRAFT:
DeHAVILLAND
CANADA BEAVER**

Issued: 1982

The Canada Beaver was one of the most popular planes ever designed by the Toronto manufacturer deHavilland. It was considered the plane of "bush pilots", including the Ontario Provincial Air Service, after the Second World War.

By 1967, 1700 Beavers had been sold in Canada and 60 other countries.

“Intelpost”, introduced in 1980 and operated in conjunction with Teleglobe Canada, provides instant facsimile transmission via satellite and microwave between 25 Canadian cities and 21 other countries. There are 67 postal stations in York Division which offer Intelpost services, a boon to consumers as well as businessmen because the cost is much less than an overseas wire.

“Telepost” is the new way to mail electronically by telephone and telex across Canada for delivery by first class mail at the other end.

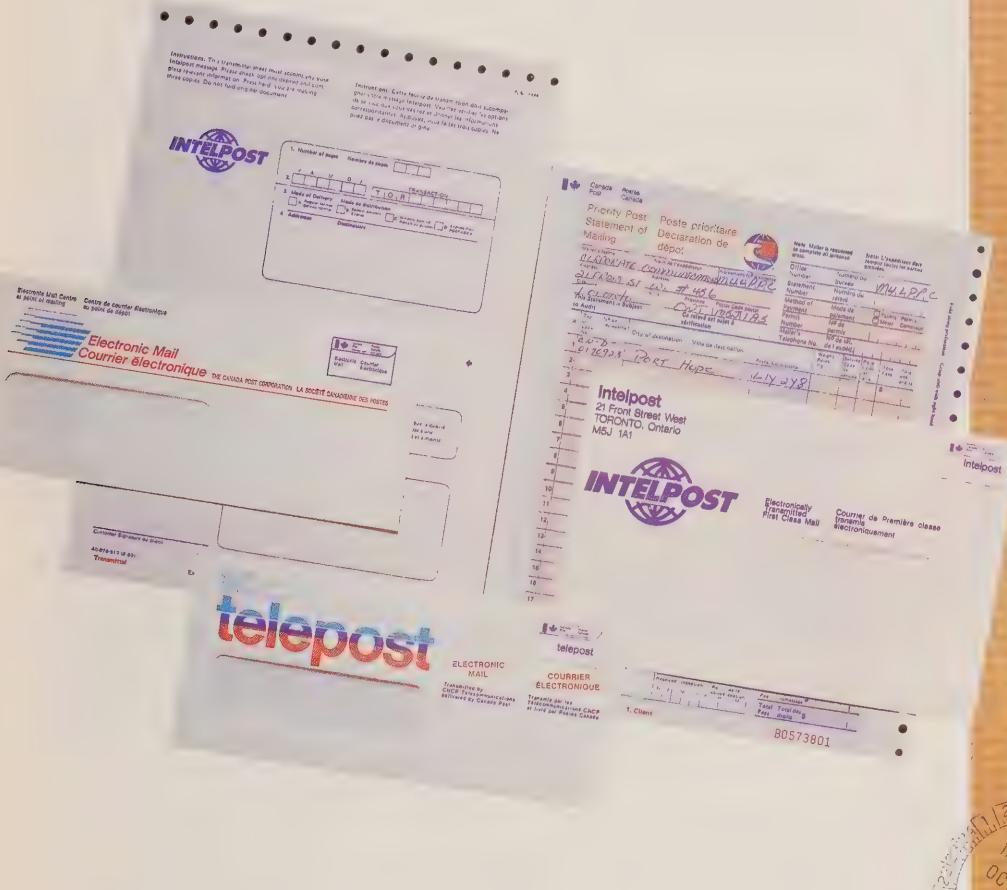


Satellite bounces electronic mail messages around the globe from York Division. (86)

Canada 32



The third system, "Envopost", enables all subscribers to Telecom's Envoy 100 computer to send messages to post offices across Canada for first class delivery. Subscribers with personal computers, terminals or word processors can take advantage of this new method of mail which will reach everywhere in Canada and also 100 million United States addresses by the end of 1984.



(87) (88)

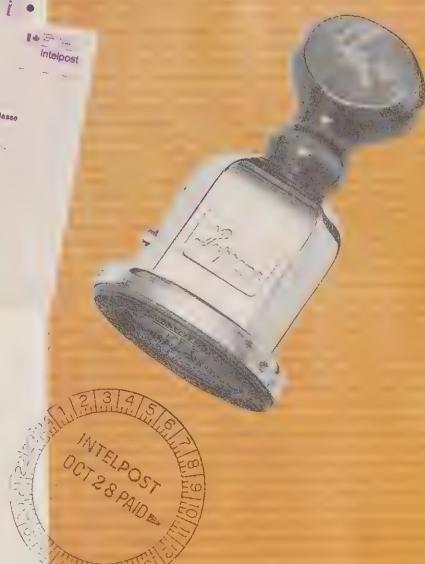
E.J. PRATT

Issued: 1983

E.J. Pratt was a Newfoundland-born poet who gained national prominence as a master of both the short lyric and long narrative. In 1917, he moved to Toronto to study for his doctorate in theology at Victoria College, University of Toronto.

Pratt subsequently taught at the English Department at the University of Toronto from 1920 to 1953 and edited Canadian Poetry Magazine from 1936 to 1942.

Before his death, Pratt published two volumes of his collected poetry. Many of his best-known poems dealt with the sea or Canadian history.



1984 AS IS



ST. JOHN AMBULANCE CENTENARY

Issued: 1983

The centenary of the St. John Ambulance and Brigade was celebrated at its Ontario headquarters in Toronto where thousands continue to train in first aid and home care.

St. John pioneered women's role in the wartime ambulance corps and, today, serves at most major sports and entertainment events.

(89)



York Division sent 66,000 Canada Post coloring books to schools and youth groups in 1983. (90)

There are now 12,000 employees in York Division serving greater Metropolitan Toronto from Lake Ontario in the south and Oakville in the west, to the towns of Bolton, Stouffville and Port Perry in the north and Port Hope in the east.

Within York Division there are 120 post offices and 360 sub post offices. As well, 600 retail outlets are licensed to sell stamps.

York Division has some 3,300 letter carriers who deliver mail along nearly 3,000 routes, making 1.2 million calls daily.

Canada Post Postes Canada



DELIVERING POUR LIVRER
YOUR VOTRE
LETTER LETTRE

That lone delivery man of 150 years ago would not believe that his letters from England which arrived in York once a winter, now can be sent by electronic mail from London in 47 seconds flat.

Would not Peter Russell, the early administrator of Upper Canada who so worried about York's isolation, marvel at Telepost.

And finally, would not James Scott Howard, postmaster when York became Toronto on March 6, 1834, be pleased with Envoypost? He could have spread the news electronically to post offices all over Canada.

After the advance in mail delivery and the changes at the post office during the past 150 years, who can even contemplate what mail will look like in 2134 — that's 150 years from now.



(92)



Sending Intelpost facsimile transmission costs less than an overseas wire. (93)

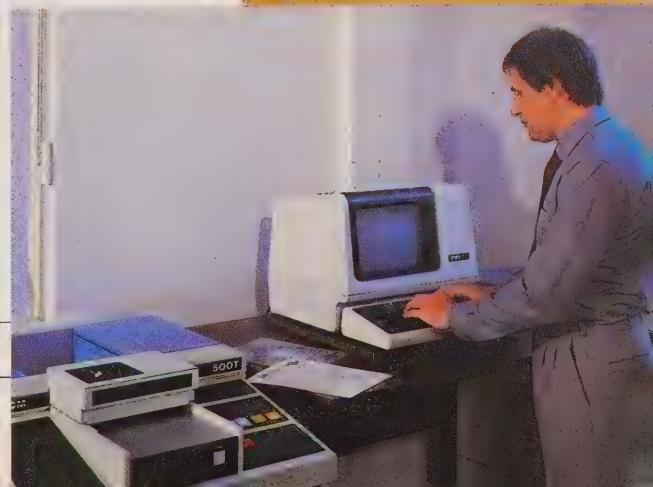
32 CANADA



TORONTO SKYLINE

Issued: 1984
Each year Canada Post Corporation issues a Canada Day commemorative stamp series. One of the 1984 set, painted by renowned Quebec artist Jean Paul Lemieux, shows the Toronto skyline dominated by the CN Tower. Across the harbor is Toronto Island, a favorite spot for Torontonians to relax, swim and picnic.

Loading airmail at Toronto. (94)





(95)

TORONTO POST MASTERS

William Willcocks	1797-1801
William Allan	1801-1806
	1808-1828
Donald McLean	1807
James Scott Howard	1828-1838
Charles Albert Berczy	1838-1853
Joseph Lesslie	1853-1879
Thomas Charles Patteson	1879-1907
William Brown Rogers	1908-1918
William E. Lemon	1918-1932
Alexander M. Gibson	1932-1947
John P. Girvan	1947-1948
William MacLean	1948-1951
J. Nelson Craig	1951-1953
G. Harry Lawrence	1953-1957
Claude A. Dearle	1957-1961
Joseph O'Connell	1962-1970
S.E. (Stew) Bacon	1970-1974

Mr. Bacon was the last Toronto postmaster. Operations in the big processing plants required more direct supervision. Today, York Division is run by a general manager, John D. Bodrug.



(96)

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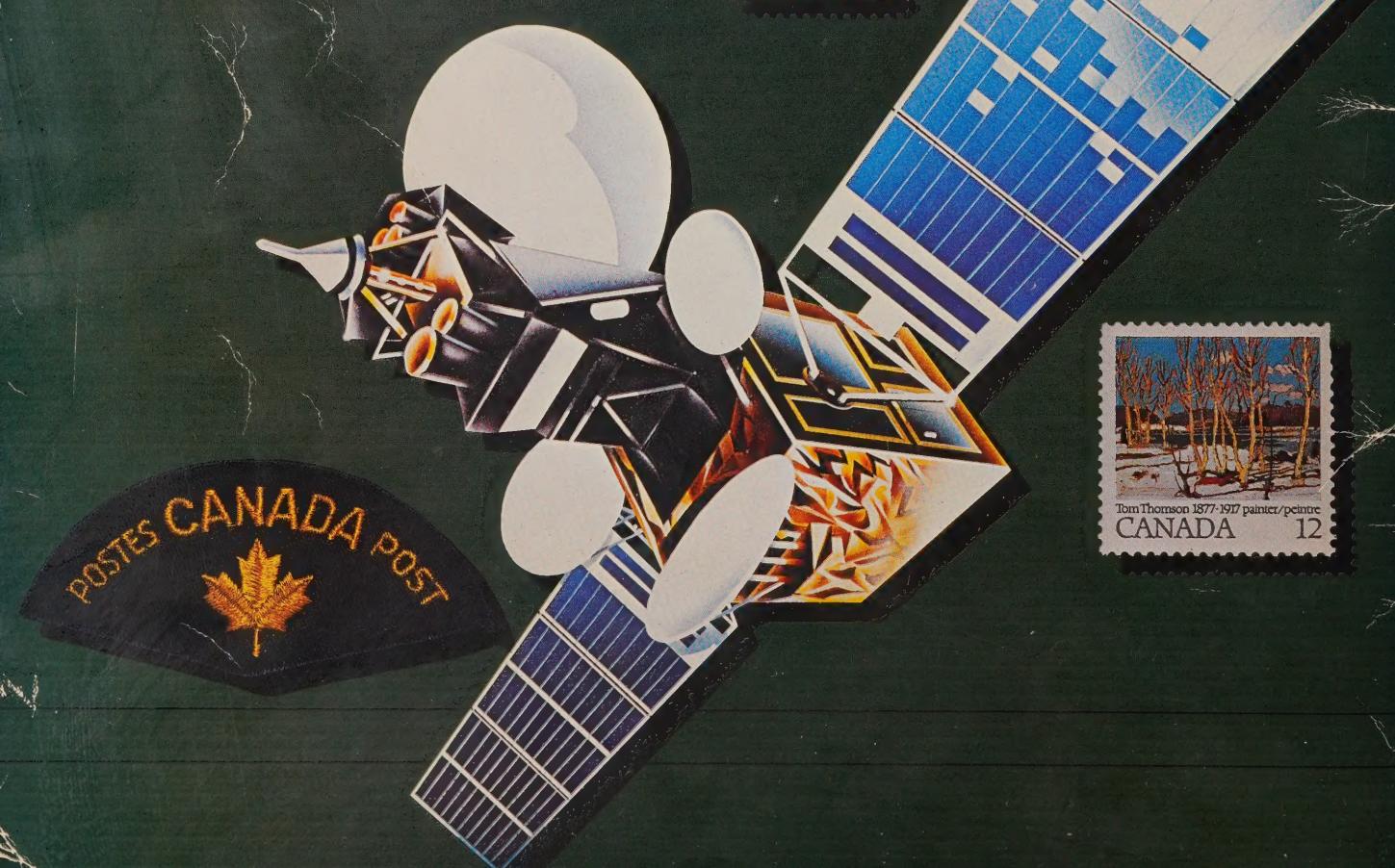
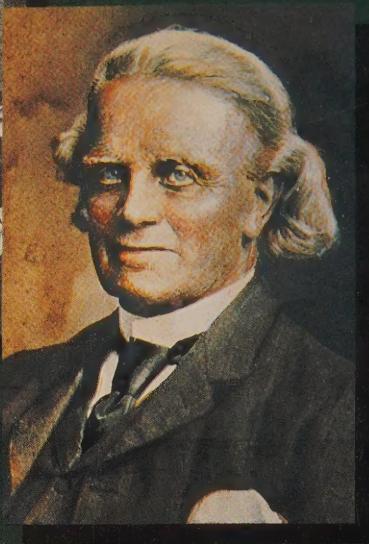
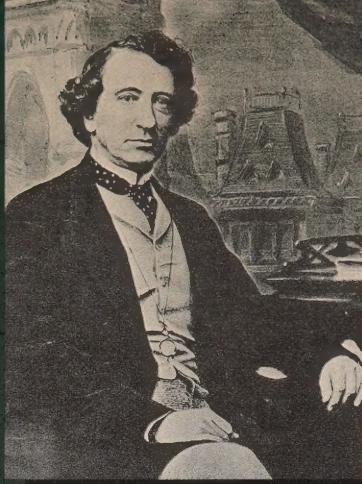
This is a special Sesquicentennial publication from Canada Post Corporation and is endorsed by the Toronto Sesquicentennial Board. Cost — only \$9.95. *Three dollars from the sale of each copy will go to the Variety Club of Ontario to help needy kids.*

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Tom Thomson 1877-1917 painter/peintre
CANADA

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